









His Excellency—I have nothing to do with what the courts have held. I simply put this section in, and although I cannot say that this Ordinance is intended to cover Manila lottery tickets, I think it would. I am not saying this to prejudice the Courts in any way. They would not, of course, be prejudiced by whatever I might say. They take the Section as it stands and put their own construction on it. As I have already said, the object of this Ordinance was not to deal with Manila lottery tickets. I only mentioned it as a measure dealing with Manila lottery tickets. I never contemplated Manila lottery tickets in this Ordinance, but I certainly think that anyone who keeps an office for the sale of them would come within this Ordinance.

Mr. P. Ryrie—There has been a prosecution of that kind recently in Singapore.

His Excellency—As I said on introducing this Bill, it is only a measure preparatory to bringing in a larger one. That will be brought in shortly. It requires a large amount of consideration. I find it one of the most difficult subjects I ever had to deal with, but the present Ordinance was brought in for a specific purpose already mentioned.

Mr. P. Ryrie—I think it was said in the case at Singapore that we had not power to interfere with official documents issued by a friendly power.

His Excellency—It is absolutely impossible to believe that could have been said. You must surely be in the wrong, or at any rate it could never have been stated in that bald way. You cannot prevent a friendly power corrupting your citizens! Why, the idea is ridiculous.

Mr. P. Ryrie—Ma-la lottery tickets are sure to be sold and dealt with here whatever laws are passed.

His Excellency—We shall see, perhaps, Mr. Ryrie.

The Bill was then read a third time and passed, and the Council adjourned.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by correspondents in this column.)

## BRITISH NORTH BORNEO.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—I returned here yesterday, and my attention having been drawn to various statements made in the columns of the *Daily Press* regarding my firm in British North Borneo by Mr. J. J. Dunn, I beg to inform those interested that these statements are untrue from beginning to end, and are evidently malicious.

We have concession for timber rights of over 5000 acres in Sandakan Bay, for 9 years from January 1887, and 5000 acres outside of Sandakan Bay for a similar term, which have yet to be selected, with special provisions that we need not go further than half a mile inland from water, and that we pay but half the export duty which Mr. Dunn's Company and others are liable to.

Besides this, we have leases from private persons for several years (also in Sandakan Bay) of over 250 acres of forest lands, and we own the Island of Cupuan, and many town lots, held on leases for 99 years and acres of timber lands for 99 years, under a recent concession, while under a special contract Mr. J. J. Dunn's "British Borneo Trading and Planting Co., Limited" have to cut up our timber in their saw-mill at very reasonable rates, some of which timber will very likely be used for the erection of a saw-mill for us, not 1000 yards from Mr. Dunn's Company's saw-mill, and on land held on lease for 99 years in my own name.

Further, we have under a recent concession, while under a special contract Mr. J. J. Dunn's "British Borneo Trading and Planting Co., Limited" have to cut up our timber in their saw-mill at very reasonable rates, some of which timber will very likely be used for the erection of a saw-mill for us, not 1000 yards from Mr. Dunn's Company's saw-mill, and on land held on lease for 99 years in my own name.

The documents and titles to all these rights and properties are here in my possession, or rather in the possession of our solicitors, Messrs. Sharp, Johnson, and Stokes.

Your obedient servant,  
E. E. ABRAHAMSON.  
Hongkong, 13th November, 1888.

## RAILWAYS IN CHINA.

SIR Pao-ling, formerly Provincial Treasurer of Fukien, at present employed in the North; Chow Fuh, Provincial Judge of Chihli, formerly Taotai of Tientsin; and Liu Han-fang, Acting Taotai of Tientsin, petition the Viceroy Li Hung-chang, to lay their project of extension of the railways before Prince Chun (the Emperor's father), the head of the Hai Kün Yamén, or Admiralty. The following is a summary of the petition, or report:

The Kai-ping railway from Tang-shan to Yen-chwang, 85 li, thence to the river bank outside Tientsin, West Gate, 150 li, is in fine working order, no hitch having occurred except some delay caused by the heavy rains. The cost, including rolling stock, bridges, stations, and godowns, has come to something over 1,500,000 Taels, including a temporary foreign loan, a Government subsidy, and the contributions of the Chinese shareholders. The subsidy is 160,000 Taels, and after the interest there will be leisure to furnish the Government with a detailed account of how the money has been applied. The railway already built, of 600 li in all, was travelled over personally on October 9th by the Viceroy from Tientsin to Tangshan, traversing an iron bridge of 800 feet over a river, and 4 other wooden and iron bridges, and he expressed himself much pleased with its solidity and smoothness. Every engine can draw 30 to 40 cars. The popular prejudices against railways have vanished. Grateful for the patronage afforded by the Government, three of the principal Chinese shareholders, Chen Ch'eng-tai, Wu Kwang-tai, Yuan Hien-tang, and Chih Teh-fan, have handed in a petition to the before-named officials for submission to the Admiralty. Their report to the latter board gives this petition, which is to the following effect:

The popularity of the railway is shown by its success even in the comparatively unimportant part of the country where it first began, as it obtained every day from 500 to 800 passengers besides coals and other freight. Its extension, therefore, to Tungchow in the first place, is strongly urged, and this should be done before building a railway to Shan Hai Kwan, for the following five reasons, the first three of which involve the interests of the Government as well as of the shareholders and the public:

- (1) If the railway to Tungchow be sanctioned, the Company are prepared to pay the Admiralty 10 per cent. on the profits. Although these cannot of course be exactly foretold, they cannot fall to be considerable, and this percentage will form a source of revenue as constant and lasting as Customs dues, etc. Should the Kai-ping-Tientsin line receive a development in consequence of the opening of the new line in continuation of it, a similar percentage will be paid by that line also, which will be no small assistance to the Admiralty (Hai Kün Yamén).
- (2) In the matter of grain transport, there will also be great advantages in the railway over the present system of conveyance by water, economy, freedom from the delay caused by the frequent shoaling, and from the risk of loss by the boatsmen, who sprinkle water into the rice to conceal their thefts by swelling it, and thus cause it to rot. Economy of time and money also for the Government, when the transport of Government stores or cargo of any description is required.

(3) The embankment will serve as a long dyke to protect the villages and fields from the periodical inundations of the Yün Ho and Fung Ho. The surplus water will still, however, find a means of egress by the arches of the bridges and by the drains which will be built.

(4) During the rainy season just before autumn, carts and horses find great difficulty in getting along; while the water-roads are impeded sometimes by floods, sometimes on the other hand, by shoaling of the water. All the business going to and from Tientsin will look on the new railway as "a boon and a blessing." The stations en route will each promote traffic and trade in its own neighbourhood, and give employment to numerous carts and boats, as has been found already on the Tientsin-Taku line.

(5) Russian merchants sending tea to Siberia will send it from Tientsin to Tungchow, and much of this tea will be sent by railway, as they constantly find great difficulty in getting boats owing to these being monopolised by the grain-transporting people.

When the railway to Tungchow is made, it will then be more practicable to build eastwards to Shan Hai Kwan, some 200 li, and even southwards to T'ing King, over 1,000 li, those railways which the Imperial Government thinks so important from a military point of view. In the meantime the completion of the Tientsin-Tungchow railway will ensure to the Government the supply of funds which is of more immediate advantage, and by its financial results will inspire the public with that confidence which will elicit the contributions required for greater enterprises.

At present the Company have a personnel and skilled labour, and a large, their dispersion the opportunity should be taken of utilising them for work in which they have already succeeded so well.

The above remarks of the unofficial Committee meet with the warm support of the before-named officials, who remind the Viceroy that the backwardness of shareholders in coming forward was due to their uncertainty whether the Tientsin railway would be continued to Tungchow, all being of opinion that this would be the best paying section. To assuage them, the Sixth Regulation promised that, if completed, the concession for all railways extending to a distance of 500 li from Tientsin should be given to the original Company.

To this Report the Viceroy has replied expressing his satisfaction with the result of his tour of inspection on the Yen-chwang-Tientsin and Yen-chwang-Tangshan lines, which will be of great value for the sale and speedy transport of troops and munitions of war, "still better than steamers," as he expresses it. His Excellency declares that he believes the new railway will afford the five advantages detailed by the unofficial members of the Chinese Government, and that he will not neglect anything to hasten its completion. From Tientsin to Tungchow lies the great road from South to North, and a railway between these two points is bound to pay well and to benefit both the Government and the public in general. The Viceroy therefore has great pleasure in communicating to the Hai Kün Yamén the petition of the Company to be allowed to extend the line to Tungchow.

(The railway to T'ing-king-pu, 1,000 li, the *Shan-Pao* estimates will cost 10,000,000 Taels.)

## NOTES FROM CHINESE PAPERS.

General Tsao's reinforcements from Foochow could not be sent by sea to Chang-hwa, as the landing at Howlung was impossible owing to the heavy sea. The transport therefore returned to Kelung, and they will proceed overland for the relief of Chang-hwa.

In consequence of the disturbances in Formosa, the acting Chang-hwa Magistrate, Li Kan-ch'ên has lost his post and been replaced by Chu Kung-Shun, from Foochow. The railway from Tai-p'eh Fu to Sit-kow, 20 li, is in good working order, and will be extended further.

Liu Ming-chuan, Governor of Formosa, has sent Generals Tow and Wang to Chinkiang to enlist 300 men for service in Formosa, not Hupeh or Hunan men but from the Kiang Provinces like the two Generals themselves. No opium-smoker need apply. Pay to begin with 100 cash a day, and the roll-call to be called thrice daily. When once landed in Formosa, each man gets on active service Tls. 4.20 per month.

We are grieved to say that a merchant informs us that of the money sent from Shanghai, Tls. 50,000, two or three hundred cash out of every thousand cash were deducted on passing through the native money changers at Newchwang when the money arrived. The difference was made up by Shanghai when the news arrived here, and as soon as this was known a further "squeeze" of 200 odd cash was made, until on the 3rd day a total deduction had been made of 500 or 600 cash. The out come of the Tls. 50,000, therefore, was Newchwang cash 30,000 thousand, and 6,000 or 7,000 persons were robbed of the relief intended for them for the "profit" of these persons unworthy to be called men. The officials should look to this.

A letter from the Newchwang flooded district says:—About Tls. 40,000 have been forwarded from Shanghai in charity; at Kaiping Hien there are silk-merchants who are actively employed in the benevolent work. At Tien-chwang-tai and Jing-kow the leading spirit is the Maritime sub-prefect, Mr. Chang. At Newchwang and Hsien-chien there are about 60,000 *bonneteries*, and 60,000 *cas* will be given to every grower, and 200 to 300 to every child, requiring relief, for which Tls. 30,000 will suffice. The rest will be kept in reserve for relief at Kwang-tai, Hsien, and Sin-min. Mr. Yuan Sing-kial says that north of Newchwang the provisions of bark of trees and roots of grass have been all cooked and consumed. Snow has already fallen, and the starving people are suffering from insufficiency of warm clothes as well as from the terrible hunger.

A court martial at Hangchow has given a judgment worthy of Solomon. There is a garrison there of 1,600 banner-men under 52 *ta-tai*, or captains, each commanding 30 men. One of these men, a cavalry-man, rode a handsome pony worth fifty dollars. This animal was one day allowed by his master to stray at his own sweet will as far as the Tien-sha bridge, and finding a calf tied up to a tree, the pony began to romp with it. The little animal, frightened, leaped lightly, the old cow charged down on the pony and completely dismounted it with a mighty prod with both horns. The pony ran a bowshot and dropped dead. The soldier heard out the name of the owner of the cow, and reported to his captain, claiming compensation from the owner, but the captain, holding that the careless soldier was to blame, and not the cow, which acted from a proper maternal instinct, fined each of his company of fifty men 300 cash, and all 154 and made up the other 300 himself for a new pony for the regiment.

In the native papers appears a proclamation by the T'at'ai calling all persons entitled to compensation in the *Nepaul* and *Wan-nien-t'ing* collision case to send in their claims. This document states that in addition to the Tls. 100,000 as compensation by the P. & O. Company, Tls. 4,760 were obtained by the sale of objects salvaged, or in all Tls. 104,760. This Tls. 104,760 will be used in the following manner:—

Compensation to Chinese Government for the man-of-war.....	Tls. 57,850
Compensation to Chinese Government for Government property on board.....	14,550
Gratuity to relatives of 114 men drowned.....	17,800
Compensation to persons on board for loss of effects.....	14,560
	Tls. 104,760

One hundred and fourteen men were drowned in this sad collision, and one hundred and eighty escaped with their lives. Of the 114 drowned, the relatives of 64 receive a compassionate allowance of Tls. 200 for each and relatives of the other 50, who had no *kung-ming* (distinguished service) Tls. 100 for each, amounting in all to Tls. 17,800 as above.

Out of the Tls. 73,400 of the compensation money which goes to reimburse the Government for the loss of the man-of-war, Tls. 39,420 will be paid out by the Government as follows:—

To Mr. Drummond for legal expenses.....	Tls. 16,320
Compensation to six foreigners on board for loss of effects.....	4,000
To Customs for blowing up and removing wreck.....	3,000
Travelling expenses of distressed Chinese subjects.....	1,270
Expenses of witnesses at Shanghai, two years.....	15,240
	Tls. 39,840

## FORMOSA.

The correspondent of the *Shanghai Mercury* writes from Keelung under date the 30th ult.:—The weather has been boisterous here for some time now and it is difficult for vessels to get their cargoes on board; some difficulty is also experienced in rough weather in the transport from Coal Harbour, from whence the coal is brought here in junks. This will all be changed when the railway is ready, the harbour dredged, and wharves built for vessels to go alongside and load. All these works are intended to be carried out, and plans are made, but what has been commenced already, the railway for instance, is progressing slowly just now, partly owing to the want of skilled labour, and also largely to the troublesome times.

An English railway engineer arrived here from Tientsin by the steamship *Johann*. The telegraph steamer *Feuchel* left this place on the 29th October with six hundred soldiers for the Pescadores, and the transport *Pu-pu* called here on the same date, six hundred more for the same destination. About the several reports I have been unable to collect reliable information, matters being kept dark as much as possible, but to judge by the brisk movements of troops in such considerable numbers as has been the case of late, I conclude I am on the safe side in assuming that matters must look exceedingly fishy yet in the disturbed districts.

I hear the steamer *Smith*, which was intended to be used as a troop ship on our coasts, to disengage the telegraph steamer *Feuchel*, is ordered back to S'wahing, and the *Feuchel* is to continue running troops. The *Smith*, is only to coal here, without taking cargo; so they must be in great haste to get her back to Shanghai.

With regard to the loss of the *Waiting*, I see it stated that she was wrecked on the North-West Outlier; but considering that there are five fathoms of water on the shoal known by that name, that statement must be surely a mistake.

## TIENSIN.

(FROM OUR CORRESPONDENT.)

Tientsin, October 26th.

On the 25th instant, His Ex. Wu-tai-ch'ang commenced his work of closing the gap of the Yellow River, which is 60 feet wide. Should the water rise, he will postpone the work till December next. Tais 2,000,000 have been remitted by the Board of Revenue to Wu, who thinks he can close the gap without the aid of foreigners.

The King of Korea has applied to Li Hung-chang to remove Yuan, the Chinese Resident at Seoul, and I hear that His Excellency says he is quite willing to do this if the King will remove Judge Denny.

The misunderstanding in regard to the Chinese Minister to Tokio has been settled, who has been reprimanded by the Emperor for not acting more firmly with the Official under his charge. The opium and lekin duty, farmed to Sir Robert Hart & Co., at 8 million taels, is not approved of, and the Government are considering whether they will cancel the understanding come to. Sir Robert is protesting against any change.

Mr. Stanley P. Smith and Miss Ruter, both connected with the China 11and Mission, and lately arrived from Shanai, are holding revival meetings here, and I hear they will continue till the 3rd November. The meetings are well attended.

Admiral Lang is again going home on six more leave. It is well to be a Chinese Admiral! The U. S. gunboat *Poles* arrived on the 22nd instant and will winter here.

The weather is getting cool, especially in the early morning. At Taku on the 22nd instant the thermometer was below 30°.

Dr. Fowler has given us a treat. He has been lecturing, the subject being "Latin against the Saxon Race."

The Russian Consul applied to Li Hung-chang on the 28th ult., on behalf of his government, to be allowed to engage, here and Shantung, 10,000 Chinese labourers on the same terms as that applied for by France for the Panama Canal, and it is said that Russia would be glad if the Chinese would emigrate to Russian Manchuria. The application has pleased Li very much.

From Honan I learn that the work of closing the gap in the Yellow River began on the 25th ult. but has been checked on account of the foreigners visiting the scene, and for the want of necessary material. They are now considering a different method by which they hope to succeed.—*Shanghai Mercury*.

Fires in the city have been rather frequent of late, owing, it is said, to the incautious use of kerosene oil. On Monday morning about forty houses in one block were burnt.

The ballasting of the Tientsin-Tongshan Railway goes on apace, and will soon be complete. The material used is lime-stone chips. When all is finished the speed of the train will be accelerated.

We hear the powerful pumps employed at Port Arthur have gained the mastery over the water in the basin, which at one time seemed to be a very serious inundation.

Dr. W. W. Myers has left for Shanghai and the South, taking with him three native assistants he has trained so successfully in the scientific practice of surgery, field, and hospital service. We understand that the Viceroy Li has conferred, or has promised to confer, upon these three most useful men a salary of 4000 taels, which will give them the necessary means.

as they are now appointed to act as surgeons in Chinese service. They, virtually, have gone away on leave, and when they are recalled probably the initiatives for establishing a medical service for the Chinese army and navy will have been more fully considered. Of course the first steps, in the cases, are always difficult, but we trust that the innovation now sanctioned will be carried out as soon as possible to a full development.—*Chinese Times*.

An Important Discovery is announced in the *Paris Figaro*, of a valuable remedy for nervous debility, physical exhaustion, and premature decay. The discovery was made by a missionary in Old Mexico; it saved him from a miserable existence and an early grave. We learn that the Rev. Joseph Holmes, Bloomsbury Mansions, Bloomsbury Square, London, W.C., will send the prescription, free of charge, on receipt of a self addressed stamped envelope.

## To-day's Advertisements.

VICTORIA CHAPTER,  
No. 525.

AN EMERGENCY CONVOCAION will be held in FREEMASONS' HALL, Zealand Street, THIS EVENING, the 14th instant, at 8.30 for 9 O'CLOCK precisely. Visiting Companions are cordially invited.  
Hongkong, 13th November, 1888. [1141]

FOR SHANGHAI.  
"AMOI."  
Captain R. Köhler, will be despatched for the above Port, TO-MORROW, the 14th instant, at 4 P.M.  
For Freight or Passage, apply to  
SIEMSEN & Co.  
Hongkong, 13th November, 1888. [1150]

STEAM TO SHANGHAI.  
THE P. & O. S. N. Co.'s Steamship  
"THAMES"  
will leave for the above place TO-MORROW, the 14th November, at DAYLIGHT.  
E. L. WOODIN,  
Superintendent.  
Hongkong, 13th November, 1888. [1151]

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.  
(PASSING THROUGH THE INLAND SEA).  
THE P. & O. S. N. Co.'s Steamship  
"ANCONA"  
will leave for the above places on SUNDAY, the 25th November, at DAYLIGHT.  
E. L. WOODIN,  
Superintendent.  
Hongkong, 13th November 1888. [1152]

FOR KOBE (DIRECT).  
THE German Steamer  
"TETARTOS."  
Captain Petersen, will be despatched as above, on MONDAY, the 19th instant.  
For Freight, apply to  
GIBB, GIVINGSTON & Co.,  
Agents.  
Hongkong, 13th November, 1888. [1153]

SPECIAL NOTICE.  
SUBSCRIBERS who wish the Mail Edition of "THE HONGKONG TELEGRAPH" posted to their friends in Europe, America, the Australasian Colonies, &c., can have their copies sent direct from this Office without extra charge (excepting postage) by sending address.  
The Mail Supplement of *The Hongkong Telegraph* is supplied to Subscribers gratis.  
Hongkong, 19th August, 1888.

FOR SALE, CHEAP.  
SEVERAL RELIABLE HACKS  
AND  
CARRIAGE PONIES.  
Also,  
A First-class London made DOG-CART  
AND  
THREE BASKET CARRIAGES,  
all in good order.  
For Particulars, Apply to  
No. 6, PEDDER'S HILL.  
Hongkong, 20th Nov. 1888.

## Masonic.

ZETLAND LODGE,  
No. 525.

AN EMERGENCY MEETING of the above LODGE will be held in FREEMASONS' HALL, Zealand Street, TO-MORROW, the 14th November, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.  
Hongkong, 10th November, 1888. [1142]

PERSEVERANCE LODGE OF  
HONGKONG,  
No. 1165.

A REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zealand Street, on FRIDAY, the 16th instant, at 8.30 for 9 P.M. precisely.  
Hongkong, 9th November, 1888. [1143]

## To be Let.

TO LET.  
AT MACLEAVE GAP, from 1st December next, three well built and handomely finished HOUSES, Two of Six Rooms each—One of Four Rooms.  
Apply to  
J. J. FRANCIS,  
Bank Buildings,  
Hongkong, 7th November, 1888. [1129]

TO LET, FURNISHED.  
A The Peak, 4 D'Orford, A FIVE ROOMED HOUSE, with Tennis Court, Possession from the 15th instant to the 31st March, 1889, or 1890.  
Apply to  
J. J. V. VERNON,  
Hongkong, 4th November, 1888. [1138]

TO LET.  
ROOMS in COLLAZE CHAMBERS, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.  
Apply to  
DAVID SASSON & SONS & Co.,  
Hongkong, 13th July, 1888. [1139]

## Auctions.

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the spot, on

## MONDAY,

the 19th day of November, 1888, at 4 P.M., are published for general information.

By Command,  
FREDERICK STEWART,  
Colonial Secretary.  
Colonial Secretary's Office,  
Hongkong, 10th November, 1888. [1146]

Particulars of the letting by Public Auction Sale, to be held on MONDAY, the 19th day of November, 1888, at 4 P.M., by Order of His Excellency the GOVERNOR, of Thirty-six Lots of CROWN LAND, at Yau-mai, Kaulang, in the Colony of Hongkong, for a term of 75 Years.

## PARTICULARS OF THE LOTS.

No. of State	Locality	Boundary Measurements.	Area in Acres	Annual Rent	Use
1	Kowloon Inland Lots	Do.	45.45	15	75
2	Do.	Do.	45.45	15	75
3	Do.	Do.	45.45	15	75
4	Do.	Do.	45.45	15	75
5	Do.	Do.	45.45	15	75
6	Do.	Do.	45.45	15	75
7	Do.	Do.	45.45	15	75
8	Do.	Do.	45.45	15	75
9	Do.	Do.	45.45	15	75
10	Do.	Do.	45.45	15	75
11	Do.	Do.	45.45	15	75
12	Do.	Do.	45.45	15	75
13	Do.	Do.	45.45	15	75
14	Do.	Do.	45.45	15	75
15	Do.	Do.	45.45	15	75
16	Do.	Do.	45.45	15	75
17	Do.	Do.	45.45	15	75
18	Do.	Do.	45.45	15	75
19	Do.	Do.	45.45	15	75
20	Do.	Do.	45.45	15	75
21	Do.	Do.	45.45	15	75
22	Do.	Do.	45.45	15	75
23	Do.	Do.	45.45	15	75
24	Do.	Do.	45.45	15	75
25	Do.	Do.	45.45	15	75
26	Do.	Do.	45.45	15	75
27	Do.	Do.	45.45	15	75
28	Do.	Do.	45.45	15	75
29	Do.	Do.	45.45	15	75
30	Do.	Do.	45.45	15	75
31	Do.	Do.	45.45	15	75
32	Do.	Do.	45.45	15	75
33	Do.	Do.	45.45	15	75
34	Do.	Do.	45.45	15	75
35	Do.	Do.	45.45	15	75
36	Do.	Do.	45.45	15	75

## Insurances.

GENERAL NOTICE.  
THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL TAELS 600,000 } \$833,333-33  
EQUAL TO .....  
RESERVE FUND ..... \$240,000-00

BOARD OF DIRECTORS.  
LEE SING, Esq. | LO YUK MOON, Esq.  
LOU TSO SHUN, Esq. |

MANAGER—HO AMEL.  
MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the world.  
HEAD OFFICE, 8 & 9, PRAVA WEST.  
Hongkong, 17th December, 1885. [858]

NOTICE.  
THE MAN ON INSURANCE COMPANY, LIMITED.  
CAPITAL SUBSCRIBED.....\$1,000,000  
The above Company is prepared to accept MARINE RISKS at CURRENT RATES ON GOODS, &c. Policies granted to



## Commercial.

TO-DAY.  
THE SHARE MARKET.

5 o'clock.

Since last writing a large and important business has been done in China Sugars at 184 and 185 for cash and also at 186 and 187 for the end of the year, the stock closing very firm and with further buyers at the higher cash rate. About two thousand shares are reported to have changed hands. Banks are a trifle weaker to-day, with cash sellers at 154. Inquiries for Docks at 38 per cent premium have hitherto failed to bring sellers to the front. Business has been done, however, at 40 for December. Steamboats were on offer this morning at 215 for cash and 217 for the end of the year, but no actual transfers have been reported. The rush on the China and Manila Co.'s scrip continues, and there would appear to be very little doubt that a goldmine, or something equally wonderful, has been discovered between here and Manila. Late last night shares changed hands at 157 and 160, and this forenoon there were further transactions at 162 and 163 for December. The stock is now in demand for cash at 160. Douglas Steams have dropped to 62, and are temporarily out of favor. The shares of the Songel Royah Planting Company, Limited, a new enterprise just started to plant tobacco and other produce in British North Borneo, have already become a medium of business, transfers having been effected at 50 per share, the amount paid up being \$25. Some particulars regarding this latest addition to the list of local joint-stock concerns are unavoidably held over until to-morrow.

## CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—154 per cent. premium, sellers.

Union Insurance Society of Canton—\$88 per share, sellers.

China Traders' Insurance Company—\$68 per share, buyers.

North China Insurance—Tls. 285 per share, buyers.

Canton Insurance Company, Limited—\$97 per share, buyers.

Yangtze Insurance Association—Tls. 96 per share, sellers.

Chinese Insurance Company—\$165 per share, buyers.

On Tai Insurance Company, Limited—Tls. 150, per share.

Hongkong Fire Insurance Company—\$325 per share, sellers.

China Fire Insurance Company—\$73 per share, sellers.

Hongkong and Whampoa Dock Company, 38 per cent. premium, buyers.

Hongkong, Canton, and Macao Steamboat Co.—\$215 per share, sellers.

China and Manila Steam Ship Company—160 per share, buyers.

Hongkong Gas Company—\$115 per share, sellers.

Hongkong Hotel Company—\$165 per share, sellers.

Indo-China Steam Navigation Company, Limited—17 per cent. dis., sellers.

Douglas Steamship Company—\$62 per share, sellers.

China Sugar Refining Company, Limited—\$185 per share, sales and buyers.

Luzon Sugar Refining Company, Limited—\$90 per share, sellers.

Hongkong Ice Company—\$93 per share, buyers.

Hongkong and China Bakery Company, Limited—\$80 per share.

Hongkong Dairy Farm Co., Limited—\$121 per share, sellers.

A. S. Watson & Co., Limited—100 per cent. premium, sellers.

Chinese Imperial Loan of 1884 B—24 per cent. premium, sellers.

Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.

Chinese Imperial Loan of 1886 E—21 per cent. premium.

Hongkong Rose Manufacturing Company, Limited—\$88 per share, sellers.

Perak Tin Mining and Smelting Company—\$5 per share, nominal.

Punjom and Sunghie Dun Samantan Mining Co.—\$101 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—58 per cent. premium, buyers.

Tongkin Coal Mining Co.—110 per cent. premium, buyers.

The Hongkong High-Level Tramway Co., Limited—275 per cent. premium, buyers.

The East Borneo Planting Co., Limited—\$47 per share, sellers.

The Songel Royah Planting Co., Ltd.—\$50 per share, sales buyers.

Cruickshank & Co., Ltd.—\$421 per share, sellers.

The Steam Launch Co., Limited—par, sellers.

The Austin Arms Hotel and Building Co., Ltd.—40 per cent. dis., nominal.

## EXCHANGE.

ON LONDON.—Bank, T. T. 3/01  
Bank Bills, on demand 3/01  
Bank Bills, at 30 days' sight 3/01  
Bank Bills, at 4 months' sight 3/11  
Credits at 4 months' sight 3/11  
Documentary Bills, at 4 months' sight 3/11

ON PARIS.—  
Bank Bills, on demand 3/78  
Credits, at 4 months' sight 3/96  
On India, T. T. 223  
On Demand 223 1/2

ON SHANGHAI.—  
Bank, T. T. 72  
Private, 30 days' sight 72 1/2

## EXPORT CARGO.

Per *Galle*, str., for Yokohama, 3,010 bags Sugar, and 1,316 packages Merchandise. For San Francisco, 23,974 bags Rice, and 1,177 packages Merchandise. For Ports beyond San Francisco, 8,153 bags Rice, 2,267 packages Merchandise, and 25 cases Silks. For Overland Ports, 449 packages Tea, 6 packages Merchandise, 19 cases Silks, 149 bales and 20 double cases Raw Silk.

## OPIUM MARKET.—THIS DAY.

NEW MALWA, per picul.....\$575  
OLD MALWA, per picul.....\$545  
NEW PATNA, (without choice) per chest.....\$567 1/2  
NEW PATNA, (first choice) per chest.....\$570  
NEW PATNA, (bottom) per chest.....\$563 1/2  
NEW PATNA, (second choice) per chest.....\$565  
NEW PATNA, (without choice) per chest.....\$563 1/2  
NEW PATNA, (bottom) per chest.....\$561 1/2  
OLD PATNA, (bottom) per chest.....\$561 1/2  
NEW PATNA, (best quality) per picul.....\$560  
OLD PATNA, (best quality) per picul.....\$560

## HONGKONG TEMPERATURE.

(From Messrs. Falconer & Co.'s Register).  
Today.  
Barometer—9 a.m. 30.34  
Barometer—1 p.m. 30.15  
Barometer—5 p.m. 30.13  
Thermometer—8 a.m. 74  
Thermometer—1 p.m. 74  
Thermometer—5 p.m. 74  
Thermometer—8 a.m. (wet bulb) 71  
Thermometer—1 p.m. (wet bulb) 69  
Thermometer—5 p.m. (wet bulb) 67  
Thermometer—Maximum (over night) 74  
Thermometer—Minimum (over night) 67

## CHINA COAST METEOROLOGICAL REGISTER.

12th November, 1888.—At 4 p.m.

STATION	Latitude	Longitude	Time	Wind	Force	Weather	Sea	Barom.	Therm.	Humid.	Dir. of Wind	Force of Wind	Force of Sea	Force of Current	Force of Tide
Wanchow	22° 00'	113° 00'	4 p.m.	W	3	B	S	30.15	74	75	W	3	3	3	3
Tokio	35° 40'	139° 40'	4 p.m.	W	3	B	S	30.15	74	75	W	3	3	3	3
Nagasaki	32° 40'	128° 00'	4 p.m.	W	3	B	S	30.15	74	75	W	3	3	3	3
Yokohama	35° 30'	139° 40'	4 p.m.	W	3	B	S	30.15	74	75	W	3	3	3	3
Amoy	23° 40'	113° 40'	4 p.m.	W	3	B	S	30.15	74	75	W	3	3	3	3
Swatow	23° 40'	115° 40'	4 p.m.	W	3	B	S	30.15	74	75	W	3	3	3	3
Shanghai	31° 10'	121° 30'	4 p.m.	W	3	B	S	30.15	74	75	W	3	3	3	3
Manila	14° 30'	121° 00'	4 p.m.	W	3	B	S	30.15	74	75	W	3	3	3	3

13th November 1888.—At 10 a.m.

STATION	Latitude	Longitude	Time	Wind	Force	Weather	Sea	Barom.	Therm.	Humid.	Dir. of Wind	Force of Wind	Force of Sea	Force of Current	Force of Tide
Wanchow	22° 00'	113° 00'	10 a.m.	W	3	B	S	30.15	74	75	W	3	3	3	3
Tokio	35° 40'	139° 40'	10 a.m.	W	3	B	S	30.15	74	75	W	3	3	3	3
Nagasaki	32° 40'	128° 00'	10 a.m.	W	3	B	S	30.15	74	75	W	3	3	3	3
Yokohama	35° 30'	139° 40'	10 a.m.	W	3	B	S	30.15	74	75	W	3	3	3	3
Amoy	23° 40'	113° 40'	10 a.m.	W	3	B	S	30.15	74	75	W	3	3	3	3
Swatow	23° 40'	115° 40'	10 a.m.	W	3	B	S	30.15	74	75	W	3	3	3	3
Shanghai	31° 10'	121° 30'	10 a.m.	W	3	B	S	30.15	74	75	W	3	3	3	3
Manila	14° 30'	121° 00'	10 a.m.	W	3	B	S	30.15	74	75	W	3	3	3	3

The barometer has risen along the coast and gradients are moderate for north wind. Cloudy, warm and rather dry weather prevails.

—A steamer reduced to level of the sea in the bay, under the influence of a strong wind. The vessel was the *Belgia*, a British steamship, which was reported to have been wrecked on the coast of China. The vessel was reported to have been wrecked on the coast of China. The vessel was reported to have been wrecked on the coast of China.

## MAILS EXPECTED.

THE AMERICAN MAIL.—The O. & O. S. S. Co.'s steamer *Belgia*, with the American mail of 18th ultimo, left Yokohama at daylight, on the 8th instant, and may be expected here on or about the 14th.

THE CANADIAN MAIL.—The Canadian Pacific steamer *Parthia*, with the Canadian mail, arrived in Yokohama to-day, and is to sail for this port to-morrow.

The Canadian Pacific steamer *Duke of Westminster*, left Vancouver on the 22nd ultimo for Japan and China.

## STEAMERS EXPECTED.

The P. & O. S. S. Co.'s steamer *Kashgar*, from Bombay, left Singapore on the 8th instant, at 2 p.m., and is expected to arrive on or about the 14th.

The 'Union' line steamer *Yorkshire*, from Hamburg, left Singapore for this port on the 8th instant, and may be expected to arrive on the 15th.

The Ocean Steamship Co.'s steamer *Orestes*, from Liverpool, left Singapore on the 9th instant, and is due here on the 16th.

The Ocean Steamship Co.'s steamer *Agamemnon*, from Liverpool, left Singapore on the 10th instant, and is due here on the 17th.

The Navigazione Generale Italiana Co.'s steamer *Biagno*, left Singapore on the 12th instant, and is expected here on the 19th.

## Shipping.

THAMES, British steamer, 2,251, W. A. Seaton, 12th Nov.—Bombay 26th October, and Singapore 7th Nov. Mails and General.—P. & O. S. N. Co.

METAPEDIA, British steamer, 1,454, J. B. Purvis, 12th Nov.—Nagasaki 7th Nov., Coal.—Takasima Colliery Co.

DIAMOND, British steamer, 1,030, J. Gordon, 12th Nov.—Singapore 6th Nov., General.—Hudon & Co.

YANGTZE, German steamer, 814, C. Tonningsen, 12th Nov.—Wuhu 7th Nov., General.—Siemens & Co.

ARCADIA, British bark, 417, D. S. Eward, 13th Nov.—Newchwang 2nd Nov., Beans.—Wiel & Co.

PALAMED, British steamer, 1,536, C. Jackson, 13th Nov.—Shanghai, and Swatow 12th Nov., General.—Butterfield & Swire.

DORIS, German steamer, 771, F. Raben, 12th Nov.—Chefoo 5th November, Beans.—Wiel & Co.

FOKIER, British steamer, 509, J. Lewis, 13th Nov.—Swatow 12th Nov., General.—D. Laprak & Co.

CLARA, German steamer, 674, Christensen, 13th Nov.—Haiphong 10th Nov., General and Rice.—Siemens & Co.

CLEARANCES AT THE HARBOUR OFFICE.  
*Gluckburg*, German steamer, for Amoy.  
*Hailong*, British steamer, for Swatow, &c.  
*Diamond*, British steamer, for Haiphong.  
*Marie*, German steamer, for Haiphong.

DEPARTURES.  
November 12, *Chi-yuen*, Chinese steamer, for Whampoa.  
November 12, *Toonan*, Chinese steamer, for Whampoa.  
November 13, *Haver*, German steamer, for Whampoa.  
November 13, *Young Siam*, Siamese bark, for Canton.  
November 13, *Chow-fa*, British steamer, for Swatow, &c.  
November 13, *Gluckburg*, British steamer, for Amoy.

PASSENGERS-ARRIVED.  
Per *Walsham*, str., from London for Hongkong.—Mrs. Thelma, Mrs. McIver, Miss Burnett, Dr. Howie, Rev. O. MacLagan, Messrs. J. Taylor and Lambert. From Brindisi.—Mr. and Mrs. Huddleston, and Miss Hollingsworth. From Colombo.—Mrs. Egan. From Penang.—20 Chinese. From Singapore.—Dr. and Mrs. Poole, Colonel Craster, R.A., Captain Fletcher, R.A., and servant, and 31 Chinese. From London for Shanghai.—Mrs. and Miss McCarty, Mr. and Mrs. Poole, Mrs. Bell, Messrs. Collyer, Hudson, Tolleston, and Rowe. From Brindisi.—Messrs. Jenkins, Cook, and Williams.  
Per *Diamond*, str., from Singapore.—385 Chinese.  
Per *Palamed*, str., from Shanghai, &c.—Mr. Carmichael and 267 Chinese.  
Per *Yangtze*, str., from Wuhu.—7 Chinese.  
Per *Fokier*, str., from Swatow.—140 Chinese.  
DEPARTED.  
Per *Gluckburg*, str., for Amoy.—278 Chinese.  
Per *Hailong*, str., for Swatow.—9 Europeans and 180 Chinese.  
Per *Diamond*, str., for Amoy.—150 Chinese.  
Per *Marie*, str., for Haiphong.—25 Chinese.

## REPORTS.

The British steamship *Palamed* reports that she left Shanghai, and Swatow on the 12th instant. Had moderate breeze and fine weather.

The British bark *Arcadia* reports that she left Newchwang on the 21st instant. Had strong north-east winds to Shantung Promontory; thence had light northerly breeze to the Saddle, and strong monsoon to port.

The British steamship *Metapedia* reports that she left Nagasaki on the 7th instant. Experienced light to moderate north-east to east-north-east winds to Turnabout; thence to port had light airs and calms with fine weather.

The British steamship *Fokier* reports that she left Swatow on the 12th instant. From Swatow to port had moderate north-north-east winds and fine clear weather. In Swatow, H.M.S. *Linnet*, and the steamships *Fooksang*, *Nam-hiang*, and *Soochow*.

## Post Office.

A MAIL WILL CLOSE  
For Europe, &c., Australia, India, via Madras.—Per *Yangtze*, to-morrow, the 14th instant, at 11:00 A.M.  
For Amoy.—Per *Diamond*, to-morrow, the 14th instant, at 3:30 P.M.  
For Shanghai.—Per *Amoy*, to-morrow, the 14th instant, at 3:30 P.M.  
For Amoy and Manila.—Per *Zafiro*, to-morrow, the 14th instant, at 3:30 P.M.  
For Kobe.—Per *Zenagongke*, on Thursday, the 15th instant, at 11:30 A.M.  
For Swatow, Amoy, & Tamsui.—Per *Fokier*, on Thursday, the 15th instant, at 5:00 P.M.  
For Straits Settlements.—Per *Devonhurst*, on Friday, the 16th instant, at 11:30 A.M.  
For Yokohama and San Francisco.—Per *City of New York*, on Saturday, the 17th instant, at 2:30 P.M.  
For Straits Settlements.—Per *Niobe*, on Tuesday, the 20th instant, at 9:30 A.M.  
For Europe, &c., India, via Colombo and Calcutta.—Per *Ravenna*, on Wednesday, the 21st instant, at 11:00 A.M.  
For Straits, Colombo, and Bombay.—Per *Kashgar*, on Thursday, the 22nd instant, at 11:30 A.M.  
For Nagasaki, Kobe, and Yokohama.—Per *Amoy*, on Saturday, the 24th instant, at 5:00 P.M.

## SHIPPING IN HONGKONG.

STEAMERS.  
AFENRADE, German steamer, 1,475, Hollmann, 12th Nov.—Nagasaki 7th Nov., Coal.—Wiel & Co.  
BATAVIA, British steamer, 1,661, Hugh W. Auld, 4th Nov.—Vancouver 31st Oct., Yokohama 26th, and Wouong 31st, General.—Adamson, Bell & Co.  
CITY OF NEW YORK, American steamer, 3,500, Robt. R. Seale, 5th Nov.—San Francisco 9th October, and Yokohama 30th, Mails and General.—P. & O. S. N. Co.  
CRUSADER, British steamer, 671, Ogston, 9th Nov.—Saigon 4th Nov., Rice and Timber.—Soey Sing.  
DEVONHURST, Dutch steamer, 1,144, P. Houthoff, 10th Nov.—Singapore 31st Oct., Sugar.—Jardine, Matheson & Co.  
DEWAWONGSE, British steamer, 1,057, P. H. Loff, 8th Nov.—Bangkok and Nov.—General.—Yuen Fat Hong.  
FALKENBURG, German steamer, 989, H. Bantels, 11th Oct.—Saigon 24th Sept., Rice.—Melchers & Co.  
FAME, British steamer, 1,117, A. Stopani.—Hong Kong and Whampoa Dock Co.  
HAILONG, British steamer, 782, J. S. Roach, 10th Nov.—Fochow 6th Nov., Amoy 7th, and Swatow 9th, General.—D. Laprak & Co.  
JAPAN, British steamer, 1,865, Geo. B. Pallett, 12th Nov.—Calcutta 26th Oct., Penang 2nd Nov., and Singapore 5th, 730 chests Opium, and 6,788 packages General.—D. Sassoon, Sons & Co.  
MARIE, German steamer, 704, Ricke, 10th Nov.—Haiphong 7th November, Rice.—A. R. Marty.  
NANSIMAN, British steamer, 805, J. Blackburne, 10th Nov.—Bangkok 1st Nov., Rice and General.—Hop Hing.  
PILINURUS, British steamer, 1,538, T. S. Jackson, 12th Nov.—Singapore 4th Nov., General.—Butterfield & Swire.  
PROMPTOS, German steamer, 1,541, U. Johannsen, 1st Nov.—Sourabaya 22nd October, Sugar.—Ed. Schellhass & Co.  
PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.  
THALIS, British steamer, 820, Hunter, 6th Nov.—Swatow 5th November, General.—D. Laprak & Co.  
TRYON, German steamer, 1,142, A. Bleicken, 8th Nov.—Saigon 6th Nov., General.—Ed. Schellhass & Co.  
VILAVAS, Spanish steamer, 106, J. de Alubita, 8th Oct.—Manila, via Amoy 4th October, General.—Ban Ho.  
YANOTSE, French steamer, 2,371, M. Lormier, 12th Nov.—Shanghai 12th Nov., Mails and General.—Messageries Maritimes.  
ZAFIRO, British steamer, 675, McCaslin, 11th Nov.—Manila 8th Nov., General.—Russell & Co.

SAILING VESSELS.  
DIANE, Norwegian bark, 764, J. Petersen, and Oct.—Sourabaya 23rd August, Sugar.—Order.  
ERLEKORNIK, Chinese bark, 457, Opium Examination hulk, Stoncutters' Island.—Chinese Customs.  
GOV. GOODWIN, American ship, 1,459, S. Pray, 1st Oct.—Kobe 20th Sept., Coal.—Adamson, Bell & Co.  
HOMODULU, British ship, 1,599, Leavy, 2nd Oct.—Shanghai 24th Sept., Ballast.—Melchers & Co.  
H. G. JOHNSON, American bark, 1,027, Colby, 26th Oct.—Keelung 23rd Oct., Coals.—Russell & Co.  
ITOM, French bark, 542, Begnier, 10th October.—London 20th May, General.—Melchers & Co.  
LEADING WIND, American ship, 1,150, P. M. Hinkley, 9th October.—New York 16th May, Kerosene Oil.—Russell & Co.  
MARY L. STONE, American ship, 1,420, Carver, 14th Oct.—Shanghai 20th Oct., General.—Purvis & Co.  
MORTEM, American schooner, 75, Otto Kessler, 21st Oct.—Cap (Caroline Island), 3rd Oct., General.—Siemens & Co.  
NAIPACTU, British ship, 1,599, Lovitt, 4th Oct.—Philadelphia 12th May, Kerosene Oil.—Marker.  
P. N. BLANCHARD, American ship, 1,503, M. W. Blanchard, 25th Sept.—Hogo (Japan) 5th Sept., General.—Siemens & Co.  
RAPHAEL, American ship, 1,465, E. W. Harkness, 30th Oct.—Nagasaki 28th Oct., Coal.—Order.  
THORNTON, Dutch bark, 845, J. Kappens, 20th Oct.—Kobe 1st October, Timber.—Melchers & Co.  
WAKETULU, American bark, 842, W. S. Crowell, 12th Nov.—Amoy 10th Nov., Ballast.—Siemens & Co.

## STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Belgia	San Francisco	November 14th	O. & O. S. S. Co.
Kashgar	Bombay	November 14th	P. & O. S. N. Co.
Yokohama	Hamburg	November 15th	Russell & Co.
Orestes	Liverpool	November 16th	Butterfield & Swire.
Agamemnon	Liverpool	November 17th	Butterfield & Swire.
Opapak	Liverpool	November 17th	Arnold, Karberg & Co.
Denbighshire	London	November 18th	Adamson, Bell & Co.
Duke of Westminster	Vancouver	November 18th	Adamson, Bell & Co.
Bisagno	Genoa	November 19th	Carlowitz & Co.
Parthia	Vancouver	November 22nd	Adamson, Bell & Co.

## STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Ravenna	P. & O. S. N. Co.	Nov. 21st, at noon.
London, via Suez Canal	Kaisow	Arnold, Karberg & Co.	About Nov. 18th.
Marseilles, via Saigon, &c.	Yangtze	Messageries Maritimes.	To-morrow, at noon.
Bremen, via Ports of Call.	Sachsen	Melchers & Co.	Nov. 25th, at 10 a.m.
Havre and Hamburg, &c.	Niobe	Siemens & Co.	Nov. 20th, at 10 a.m.
San Francisco, via Yhamo	City of New York	Pacific Mail S. S. Co.	Nov. 17th, at 3 p.m.
San Francisco, via Yhamo	Belgia	O. & O. S. S. Co.	Nov. 14th, at 3 p.m.
Vancouver, B.C., via K. &c.	Amoy	Adamson, Bell & Co.	Nov. 15th, at 3 p.m.
Singapore, Colombo & Bombay	Kashgar	P. & O. S. N. Co.	Nov. 22nd, at noon.
Singapore, via Sdakan, &c.	Mennon	Butterfield & Swire.	About Nov. 22nd.
Singapore and Penang	Devonhurst	Jardine, Matheson & Co.	Nov. 16th, at noon.
Yokohama, via N'saku, &c.	Ancona	P. & O. S. N. Co.	Nov. 23rd, daylight.
Kobe and Yokohama	Agamemnon	Butterfield & Swire.	November 19th.
Kobe	Denbighshire	Adamson, Bell & Co.	November 20th.
Shanghai	Devawongse	Yuen Fat Hong	Nov. 15th, at noon.
Shanghai	Amoy	P. & O. S. N. Co.	To-morrow, daylight.
Shanghai, via Amoy	Palinurus	Siemens & Co.	To-morrow, 4 p.m.
Manila, via Amoy	Zafiro	Butterfield & Swire.	To-morrow, daylight.
Swatow, Amoy, &c.	Russell & Co.	Russell & Co.	To-morrow, at 4 p.m.
Coast Ports	Fokier	Douglas Laprak & Co.	To-morrow, daylight.
Swatow	Hailong	Douglas Laprak & Co.	To-morrow, daylight.
	Nanshan	Hop Hing Hong	To-morrow, daylight.

## Intimations.

W. POWELL & CO.  
EX S.S. "GLENORCHY."  
NEW CARPETS AND MATTINGS.  
Floor Oil Cloths and Linoleums.  
Cair Mats and Hearth Rugs.  
Table Linen and Napkins.  
Tea and Tiffin Cloths.  
Novelties in Antimaccassars.  
Lace and Gimpure Curtains.  
Blankets and Quilts, &c., &c.  
Parlour and Library Stoves.  
Cooking Stoves.  
Kitchen Utensils.  
Library Hall and Table Lamps.  
Lamp requisites.  
Iron and Brass Bedsteads.  
Spring Mattresses.  
A large assortment of Whatnot Ornaments, &c.  
W. POWELL & CO.  
Victoria Exchange, Hongkong, 27th October, 1888.

PIANOS FOR SALE.  
A. HAHN, HIRE.  
PIANO TUNER AND REPAIRER.  
I HAVE JUST RECEIVED, EX S.S. "NIOBE," A NEW LOT OF PIANOS.  
In Black and Walnut, especially built at my own design including all improvements, so very much needed in this climate. All my orders have been executed by my Piano Agents in Berlin to my entire satisfaction.  
A short visit of inspection to my new premises will fully repay the trouble.  
No. 22, ELGIN STREET.  
Hongkong, 25th October, 1888.

## INTIMATION.

F. Blackhead & Co.,  
SHIP-CHANDLERS, SAIL-MAKERS,  
AND  
PROVISION MERCHANTS,  
NAVY CONTRACTORS,  
AND  
GENERAL COMMISSION AGENTS  
No. 11, Praya Central.  
(Opposite Pedder's Wharf).

SOLE AGENTS  
for  
RAHTJEN'S  
GENUINE  
COMPOSITION

FOR  
THE BOTTOMS OF IRON SHIPS  
CARBOLINEUM AVENARIUS  
PRESERVATIVE AGAINST  
ROTTING, DECAY, &c., OF WOOD.  
CHR. MOTZ & Co., BORDEAUX, CLARETS  
IMPERIAL CHAMPAGNE,  
LA GRANDE MARQUE.  
FLENSBURG STOCKDEER,  
ENGINEERS AND BLACKSMITHS' TOOLS  
AND EVERY KIND OF SHIP'S  
STORES AND RE